



CITY OF SOMERVILLE, MASSACHUSETTS
MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT
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PLANNING DIVISION
HISTORIC PRESERVATION

STEP 1: DETERMINATION OF SIGNIFICANCE
STAFF REPORT

Site: 233 Tremont Street

Case: HPC.DMO 2022.18

Applicant: John F. Reilly

Owner: John F. Reilly and Liese Reilly, Trustees of the Reilly Trust

Legal Ad: *The Applicant seeks to demolish a principal structure constructed a minimum of 75 years ago.*



HPC Meeting Date: May 17, 2022

I. HISTORICAL ASSOCIATION

Subject property and Historical Context: The subject property contains two addresses: 233 and 235 Tremont Street. The building is a wood-framed triple-decker sited near the intersection of Webster Avenue. The property is located in Ward II / Cobble Hill.

This side of Tremont Street is dominated by wood-framed triple-deckers, forming a solid streetscape of same. The string of triple-deckers breaks at 211 Tremont Street, the site of the former through-lot auto garage that was adapted into condos c.2013. The remainder of the odd side of Tremont Street presents a mix of triple-deckers, wood-framed front-gabled residential buildings, some attached triple-deckers (aka “double triple-deckers”), a Mansard cottage, a flat-

roofed, bracketed Italianate, and a set of Mansard rowhouses. The opposite side of Tremont Street presents mostly 2 ½-story gable-ended residential structures with the occasional triple decker and a cement block autobody commercial building.

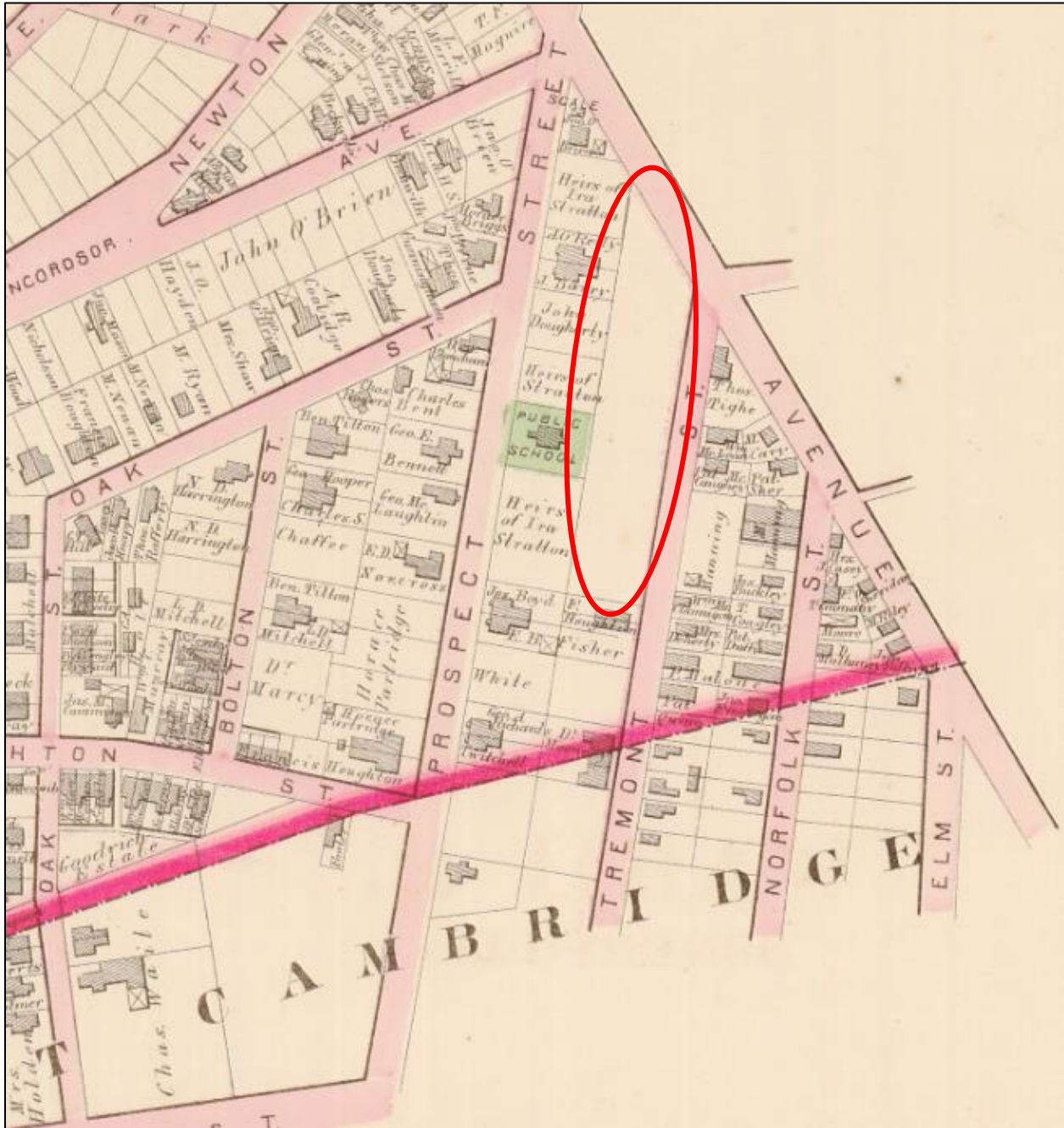
Below: Aerial view of Tremont Street, Prospect Street, and Webster Avenue with 233 Tremont St. indicated.



The architecture of Ward II and Cobble Hill is quite diverse with some structures dating to the early 19th century. Many of the early subdivisions platted in the later 19th and early 20th centuries in this area were done so by some of the many industrialists in the City. Housing for employees of the numerous industries in this area - such as the glassworks, meat packing, the Bleachery, brickyards, the early auto industry, and American Tubeworks, among many others - was greatly needed in the 19th and early 20th centuries. In addition to providing housing for local labor, area streets were also developed with a nod to a new kind of resident: the commuter. As horse and streetcar transportation expanded, so did the ability of residents to work farther afield than in their own immediate neighborhood. Nearby Concord Avenue in particular, was developed for this purpose and presented many well-designed Italianate and Second Empire style residences.

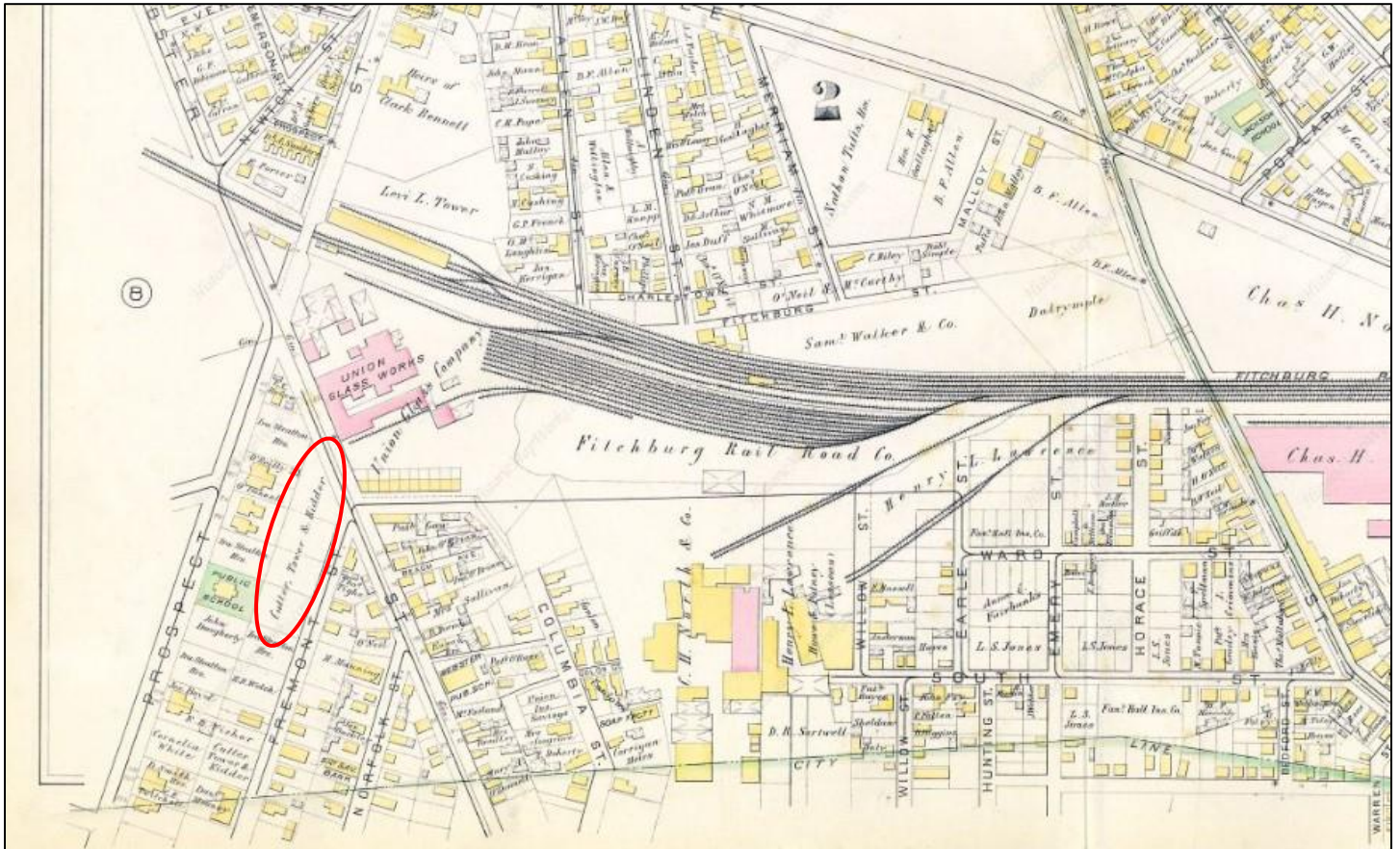
The earliest map available, the 1874 Hopkins map, plate 24, shows that the land on which 233 Tremont is found today had yet to be platted and no owner is indicated. A partial image of this map appears below.

Below: 1874 Hopkins map, plate 24 (partial)



By the time the 1884 Hopkins map (plate 007) is published (below), this land has been platted into four large lots with Cutter, Tower & Kidder listed as the owners. It was common in 19th century Somerville to name streets after prominent land speculators, businessmen, and public officials. It was no different with these three - several streets in Somerville bear these names: Cutter Street, Cutter Avenue, Cutter Park, Tower Street, Tower Court, Kidder Avenue.

Below: 1884 Hopkins map, plate 007.



The 1895 Bromley map (plate 6) shows the building has now been constructed and the land further subdivided. James and Patrick Canavan are listed as the owners of the building in 1895. The earliest resident of this building that was found was in 1889; thus, it can be assumed that the building was constructed between 1884-1889.

The names and occupations of these and other owners/occupants are listed later in this report. Either initially or at a later point in history, this one building contained two separate addresses, as it does today: 233 and 235 Tremont Street. Note, that in the late 1800s, the street numbers for this building were originally 163 and 165.

Below: 1895 Bromley map, plate 6. James & Patrick Canavan, owners.



Below: 1900 Sanborn map, 233 Tremont Street indicated



A list of occupants and owners (along with their occupations, if known) found to-date appears in the table below:

233 Tremont Street (aka 163 Tremont Street prior to 1900)			
Name	Year(s) occupied	Occupation	Notes
Joseph C. Prescott	1889	Machinist	
Frank V. Libby	1890-1899	Manager	
Timothy Curran	1896-1897	Grocery clerk	
Edward J. Larkin	1896-1898	Teamster	
John J. McCarville	1898	Clerk	
Patrick Canavan*	1896-1916	Laborer	*Owner of building as of 1895
James A. Canavan*	1898-1916	Laborer (1902), driver	*Owner of building as of 1895
Richard Prenderville & wife Mary	1917-1920	Fireman	
Robert Martel & wife, Mabel R.	1924-1927	Chauffeur	
Peter A. Marchant* & wife, Anna	1933-1940	Foreman	*Served in WWI
Doris A. Marchand	1940		
Paul E. Marchand	1940		

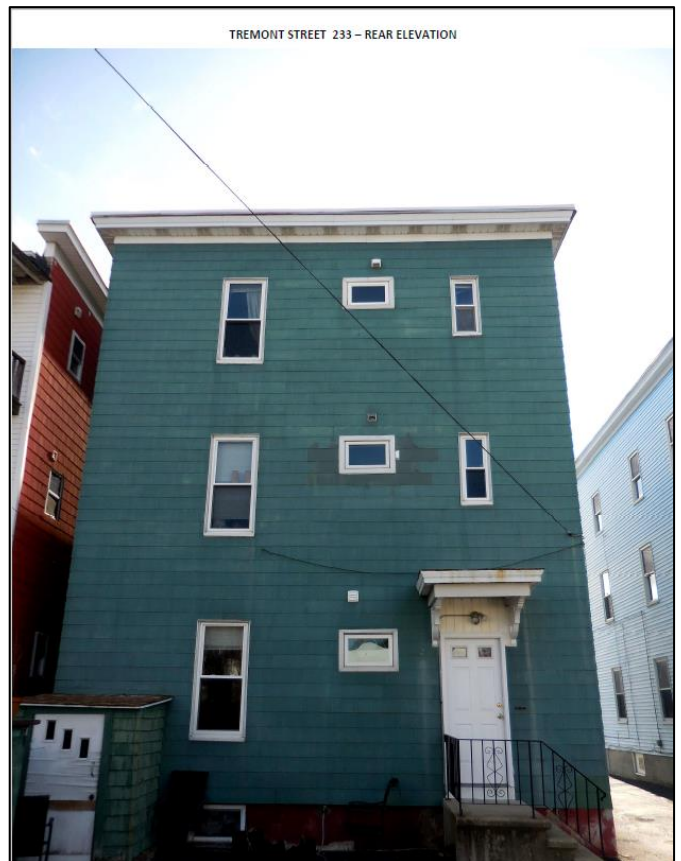
235 Tremont Street (aka 165 Tremont Street prior to 1900)			
Name	Year(s) occupied	Occupation	Notes
Edward E. Grew	1890-1891	Collector	
Edward Tighe	1897	Teamster	
Hugh Fitzpatrick	1898-1900		
John J. McCarville	1899-1900	Clerk	
Harry Arey	1901	Fireman	
Mary E. Herlihy	1900-1903		
Thomas Herlihy	1900-1902	Marble cutter	
Edward J. Herlihy	1900	Waiter	
James P. Herlihy	1901-1902	Waiter	
Margaret McCabe	1902		Widow (of John McCabe)
James Canavan	1903-1904	Laborer	
Joanna Kelly	1905-1906	Housekeeper	
Patrick M. Baker	1905-1913	Freight clerk	
David Lane	1906-1916	Glassworker, Foreman	
John Francis Cullinan	1914-1918	Machinist, Tubemaker	marries Bridget in 1917; WWI draft registration card
Edward Cullinan	1916-1918	Laborer	
Edward Callinane	1917		
Dennis Vincent Murphy	1917-1919	Clerk	WWI draft registration card
Julia Murphy	1917-1919		Widow of Dennis Murphy
Stephen Francis Murphy	1917-1918		WWI draft registration card
William S. Murphy	1917-1918	Wire worker	
Mary Cullinan	1918		

Stephen J. Murphy	1919	Helper	
Laurence Murphy	1920	Helper	
Mary T. Murphy	1920	Clerk	
Humphrey Murphy & wife, Margaret	1920-1924	Butcher	
Martin J. Walsh & wife, Ellen	1919-1940	Laborer	
Marie A. Dineen	1924-1940	Clerk	
Martin Devereux	1927	Laborer	
William Devereux & wife, Vera	1927	Candymaker	
Arthur A. Bradley & wife, Agnes	1929	Chauffeur	
Alex Davidson & wife, Florence	1940	Painter	

II. ARCHITECTURAL DESCRIPTION

Please see the section immediately below which discusses location, design, materials and any alterations as the same information would be written here, just in longer form.

The National Park Service identifies historic integrity as the ability of a property to convey significance. A property should possess sufficient integrity to convey, represent or contain the values and qualities for which it is judged significant; therefore, the following is an identification and evaluation of these qualities and alterations as they affect the ability of the subject property to convey significance.





The period of relevance for the building begins c.1884-1889.

- a. Location: This structure is believed to be in its original location.
- b. Design: Wood-framed triple-decker. Three stories tall, four bays wide; flat roof; right front entry hall (two doors); polygonal three-story bay on left front façade; deep eave; front entry open portico; steps leading from grade to front entry; enclosed entry to basement on rear elevation; rear egress door exits to concrete steps; original brackets remain at rear entry door supporting door hood; symmetrical placement of windows on each story of front, left, and rear elevations.
- c. Materials: Vinyl trim, asbestos shingles; metal or fiberglass front entry doors; mid-20th-century decorative metal posts supporting portico roof; 20th-century metal rails; composite-type front steps; one-over-one replacement windows (vinyl or metal); concrete parged foundation; original wood door hood brackets at rear entry; concrete rear egress steps, metal posts and metal railings (mid-20th-century); metal or vinyl casement windows on rear elevation; modern fiberglass or metal doors on rear elevation.
- d. Alterations: Replacement windows, doors, front and rear steps, railings, and posts, vinyl trim. Asbestos siding may be original or later, concrete parging over original foundation.

- e. Evaluation of Integrity: The building retains the integrity of its original form and likely its original location.

III. FINDINGS

For a Determination of Significance, the subject building must be found either (i) importantly associated with people, events or history and/or (ii) historically or architecturally significant. The Historic Preservation Commission (HPC) must make these findings. The portions of the Demolition Review Ordinance (DRO) related to these findings are included below:

A. HISTORICAL ASSOCIATION

Importantly associated with one or more historic persons or events, or with the broad architectural, cultural, political, economic or social history of the City or the Commonwealth of Massachusetts.

1. The HPC must make a finding as to whether or not 233 Tremont Street meets any of the criteria stated above.
2. The HPC must specifically state why 233 Tremont Street does or does not meet the threshold for historic significance under finding “a”.

B. HISTORICAL & ARCHITECTURAL SIGNIFICANCE

The findings for historical and/or architectural significance of a historic property address the period, style, method of building construction and association with a reputed architect or builder of the subject property, either by itself or in the context of a group of buildings or structures, and therefore it is in the public interest to be preserved or rehabilitated rather than to be demolished.

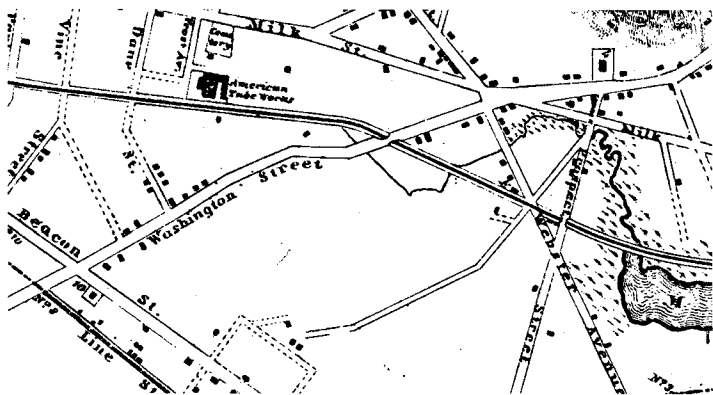
1. The HPC must make a finding as to whether or not 233 Tremont Street meets any of the criteria stated above.
2. The HPC must specifically state why 233 Tremont Street or does not meet the threshold for historic significance under finding “b”.

If the HPC makes the above finding, the HPC must state their reasons why they take this position.

IV. VOTE

1. When bringing the matter to a vote, the HPC must include the reasons why 233 Tremont Street is or is not “historically significant”.

Ward II and Cobble Hill



Ward II, 1852. The 1852 Draper Map shows the course of the Miller's River, the early routes of Washington Street (ca. 1630), Beacon Street (1813) and Medford Street (1813). Few residential tracts were yet platted near the factories.

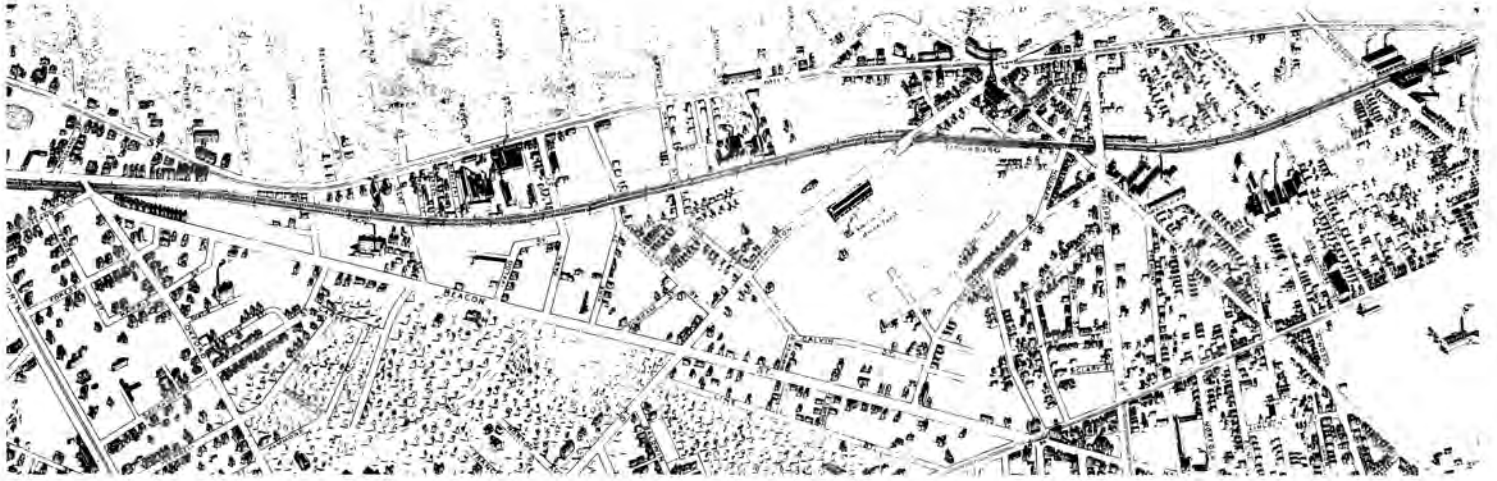
Ward II and Cobble Hill (now the site of an industrial park) were the heart of Somerville's nineteenth century industry. At settlement, much of the area south of Milk Row and Washington Street was a tidal marshland drained by a tributary of the Charles River. This tributary was known as Gibones Creek, Willis' Creek, and later the Miller's River. The marshland extended from the edge of the river near Medford Street, west as far as Webster Avenue, and to the north as far as Milk Row, (now Somerville Avenue). Washington Street, the first route through Somerville, avoided the marshy areas and crossed the western section of Ward II on its route to Harvard Square.

John Wolrich (or Woolrich), the first inhabitant of Charlestown "Beyond the Neck" settled near the corner of Dane and Washington Streets. Although part of Charlestown, the marshy area was excluded from the Stinted Common and was relatively unpopulated until the early nineteenth century. At least two eighteenth century houses still stand in Ward II, although they may have been moved from other locations.

In the early nineteenth century, Ward II grew slowly as a center of transportation and a manufacturing district adjacent to the East Cambridge glassworks and manufacturing district. Road and railroad connections, many of them paid for by Boston and Charlestown entrepreneurs, made the area well-situated for the distribution of goods and materials to Cambridge, Charlestown, and Boston. Webster Avenue was built by investor Royal Makepeace in 1809 to connect with Cambridge Street; Medford Street, connecting with the Craigie Bridge, was constructed in 1813; Beacon Street was built in the same year to connect with Hampshire Street in Cambridge; and the tracks of Fitchburg Railroad were laid in 1836.

Before the Civil War, claypits were dug in at least one Ward II location. The Middlesex Dye and Bleachery Company established in 1801 and the American Tube Works founded in 1852 were among the first large industries. Slaughterhouses were established in the 1850s, a decade which marked the transformation of Somerville from a brickmaking and farming town to a manufacturing and food processing center. By 1872, the year in which Somerville became a city, there were over fifty factories or shops between Medford Street, the Cambridge line, and Somerville Avenue. Metal fabrication, bleaching and dyeing, tanning, lumber processing, slaughtering, distilling and ropemaking were among the closely-sited industries.

This concentration of industry and the discharge of attendant pollutants in an area of poorly drained soil brought consequences which affected the character of both the immediate area and the surrounding city for the next century. While the hills north of Milk Row (Somerville Avenue) and Washington Street boasted fine businessmen's homes and attractive commuters' subdivisions, Ward II was filled with stagnant ponds, hundreds of smokestacks, and herds of animals awaiting slaughter.



Map of Ward II, 1879. From 1879 Bird's Eye View of Cambridge.

Prior to the Civil War, Miller's River was relatively pure, and used for fishing and bathing. John Squire's 1850 East Cambridge slaughterhouse was the first to pollute the water; the subsequent construction of Charles North's and other slaughterhouses changed the Miller's River district into a "malodorous and unenviable location." By 1865, the river was the depository for waste from many area industries. In 1869, the city began action to restrict industrial development and fill the river. In 1875, historian Samuel Adams Drake summarized the condition of the river:

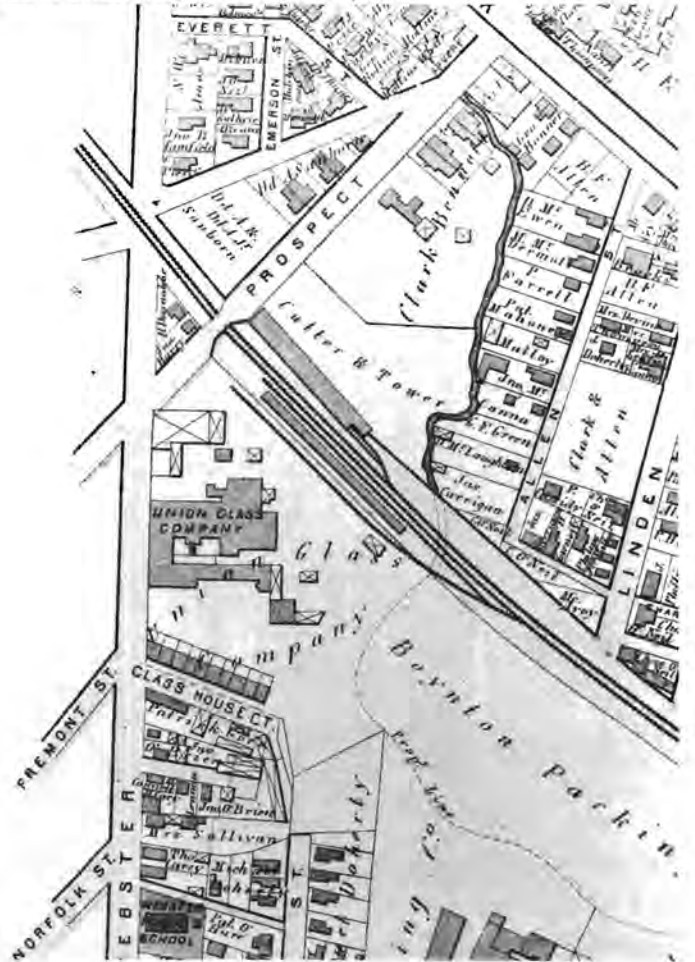
None but the antiquary, who is ready to discard every sense but that of sight, need explore the margin of Miller's River. If he expects to find a placid, inviting stream, with green banks and clumps of willows,—a stream for poetry or meditation,—let him beware. If he looks for a current in which to cast a line, or where he may float in his skiff and dream the day away, building his aerial *chateaux*, let him discard all such ideas and pass by on the other side. Miller's River! faugh! it smells to heaven; not even the Rhine at Cologne could surpass it. Such draughts of air as are wafted to your nostrils from slaughterhouses, where whole hecatombs of squealing victims are daily sacrificed, are not of the chameleon's dish.

Filling of the river was completed by 1876. Nevertheless, the proximity of Ward II's industrial sites, particularly slaughterhouses and rendering plants, to other areas of the city was a political issue well into the twentieth century.

Prior to the post-Civil War industrial development of Ward II, only a handful of houses were built along the main routes of the area: Washington, Beacon, Prospect, Webster and Medford Streets. The later pattern of short, sharply angled streets which characterizes Ward II was determined by the dominance of sprawling industrial sites, the surrounding unsuitable building land which often required filling, and the piecemeal plans of land speculators. Although no factory owners are known to have constructed operant housing, several subdivided open land near their factories for house lots and the construction of workers' houses. Tube Works Court, Glass House Court, and Bleachery Court are among early street names which reflect the original proximity of dwelling to workplace. Although no buildings survive on these courts, maps show that multi-unit frame rowhouses were built along them. A few other worker's subdivisions, however are still intact.

Among the mid-century subdivisions platted by industry owners is the Houghton-Oak-Bolton Street area. In 1854, Amory Houghton, a partner in the Union Glass Works, laid out the first parcel of a small subdivision near Prospect Street.

Atlas of Somerville, 1874. G. M. Hopkins.





Concord Square, 1981.

Small mansard-roofed double houses were among the first buildings in the subdivision, in addition to several tenements. Portions of nearby Dane Street, Dane Avenue and Village Avenue were developed by American Tube Works in a similar fashion.

Housing in Ward II was constructed primarily for area workers, but with the expansion of horse and electric streetcar systems, portions of Beacon Street and surrounding open land were developed for a new market, the Boston commuter. Apartment rows and two and three family houses were the standard housing types for this population. One of the most ambitious developments was Concord Square, developed in the 1880s with well-finished Italianate and Second Empire Style houses. As elsewhere in Ward II, density was high but the convergence of Newton Street and Concord Avenue provided the amenity of a square.

The architectural character of Ward II is more diverse than any section of the city. A few early nineteenth century houses remain that are remnants of large land tracts. Quickly built, gable-roofed frame houses—single, two, and three family—constitute the bulk of housing. Many houses have been moved to their present locations because of changing land use in the area, and the pattern of setback varies from house to house. Long-raized factory sites and claypits have been built over, obscuring the original connection between home and workplace.

Brickmaster George Wyatt's yard was still in use in the 1880s, but after the yard ceased operation the 2½ acre clay pit filled with stagnant water proved to be a health and safety hazard. Several individuals, including Ward II alderman Warren J. Robinson, campaigned for a park on the site. In 1892 Robinson insisted: "I have been at work upon this for at least three, if not more, years, and why? First, to abate a nuisance which to my mind has become a public one, and secondly, to give the residents of Ward II, who are not blessed with elevated sites and extensive gardens, a place where pure air may be found without the cost of harbor tickets." Lincoln Park and Lincoln Parkway was eventually constructed on a portion of the claypit and the surrounding area developed into residential tracts including Magnus Avenue, and Rose and Parkland Streets.

Three-deckers constituted the last major phase of residential development in Ward II. They are of standard stylistic treatment, usually Colonial Revival designs with open balustraded porches. A number are of purely utilitarian design with no decorative exterior trim. The three decker and a variation of the Somerville "court" street plan were combined in Ward II in an attempt to provide a small amount of open space in a high-den-

sity development. Surveyor Dana Perkins' design for Greenwood Terrace and Sanford Terrace off Beacon Street combined a small planted circle with lot plans for eight or more three-family houses.

Industrial Park, formerly Cobble Hill, Asylum Hill Brick Bottom, Joy's Farm and Stearnes' Marsh

The area defined as "Industrial Park" on the survey map is bounded by McGrath Highway, Washington Street, and the Cambridge and Boston lines. Today, the Industrial Park contains railyards, landfill, and modern industrial buildings. Few observers would be able to discern the historic importance of the area to Somerville's development by studying the buildings and landforms currently within the Industrial Park area. However, this once-marshy promontory at the mouth of the Miller's River is connected to many important persons and events.

At settlement, the eastern edge of the area was entirely tidal marshland, drained by the Miller's River and the Mill Pond of the Charles River. The higher elevations were dominated by a prominent glacial drumlin, or cobble.

A 1776 fortifications map shows the road to Miller's Hill, the previously-mentioned drumlin. Miller's Hill, also called Cobble Hill, was fortified by General Putnam and Colonel Knox during the siege of Boston. Cobble Hill was within point blank range of the enemy's lines on Bunker Hill, and the post was designed to prevent the enemy's vessels from moving up the river.

In 1792, Joseph Barrell, a wealthy Boston fisheries and shipping merchant, chose the highest elevations of Cobble Hill for his mansion and grounds. Barrell's brick house was designed by Charles Bulfinch and furnished with the first glass made in Boston. Known also as Poplar Grove and Pleasant Hill, the house was reached by an avenue shaded by a double row of elms. Hundreds of trees imported from England were set out on the grounds. A terrace sloped toward the Charles River and offered fine views of Boston. The Barrell estate also boasted a 200 foot-long greenhouse, one of the earliest in Massachusetts. The house was occupied by Barrell until his death in 1804. It passed to Benjamin Joy, Barrell's son-in-law. In 1816, trustees of the Massachusetts General Hospital purchased the estate for use as the first insane asylum in New England named for benefactor John McLean. Twenty eight buildings were eventually added to the asylum grounds, including two 76 x 40 foot wings designed by Bulfinch. As additional asylum buildings were constructed, (eventually totalling 16 brick and 12 wooden structures) many of the trees of Barrell's splendid grounds were cut down. Samuel Drake noted in 1874 how dramatically the



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S.P.N.E.A.

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Joseph Barrell House, later McLean Asylum. Photograph ca. 1890.



McLean Asylum, 1874. Hundreds of house lots were platted and empty near the Asylum grounds; west of the Asylum, the streets of Brick Bottom were already filled with houses.

site was changing:

... It was remarked that the buildings were first erected to accommodate the trees, and the trees then cut down to accommodate the buildings. . . .

The McLean Asylum remained in Somerville until 1896, when the expansion of the Boston and Lowell railroad yards forced its move to Waverley. Railroad construction began in the vicinity of Cobble Hill in 1837, and was accelerated in the 1870s. The **Somerville Journal** anticipated the move over twenty years before the buildings were destroyed:

While the corporation (Asylum) has been building up and beautifying within, the opposite has been going out without. What, with slaughter houses, miasmatic swamps, dirty habitations, and the railroads, the area may be said to be slightly unpleasant even if it not very unhealthy . . .

Somerville Journal, 1870

In 1872, the **Journal** predicted the development potential of the area:

... the grounds, from their nearness and convenience to Boston, if laid out in streets and provided with gas and water and proper sewers would be immediately taken up at good prices. We have in their improvement one aid which shall enable us to rid ourselves of the nuisances on the flats of brick bottom and the basins of Miller's River. A good class of residents upon Cobble Hill are sure to extend the hand of improvement over the adjoining flats and by raising them to a proper grade and securing sufficient drainage, change in a few years the whole character of the neighborhood. We want the influence and energy of an intelligent population to push back and finally crowd out entirely the pig pen and rendering establishments which are now rioting in corruption on the adjacent low land. And if the asylum grounds come into the market laid out in streets and building lots we shall very soon have such a population there.

Somerville Journal, March 20, 1872



Somerville Historical Society

Somerville Avenue at Poplar Street, 1925. This photograph of "Brick Bottom" was made shortly before the construction of the McGrath Highway.

After the purchase of the Asylum grounds in 1896 by the Boston and Lowell, the buildings were dismantled over a six-month period. 28 buildings and 2800 trees were cleared from the site. Hundreds of lots had been speculatively platted near the grounds between 1850 and 1890, but only a few streets were built up. Linwood, Chestnut, Joy, and Poplar were platted in 1855 over brickyard land as sites for railroad and factory workers' homes. The four streets formed the center of the area called "Brick Bottom", in reference to the area's clay-filled marshy soil and the nearby brick kilns which "smoked the days and illumined the nights." Frame tenement rows and small cottages were the primary type of house constructed in Brick Bottom.

At the turn of the century, as Somerville's population was rapidly changing, Linwood Street became the center of the Somerville Greek colony. The grocery store at 78 Linwood, owned by Costas Karoyannis, was the address used by many newly-arriving Greeks, and functioned as a "checking-in" point. Greek immigration began in 1902, with John, George, Louis and James Chakalis. The Chakalis brothers emigrated from Kokora, Arcadia.

I was born and brought up in Brick Bottom, right on the spot where the incinerator stands today. In my house we always spoke Greek. Not a word of English was heard. Outside, it was the same. . . .

1977 interview quoted in Somerville Planning Office Report

The Somerville Municipal incinerator was built in 1907 near the intersection of Poplar Street and the Northern Artery (McGrath Highway). Cobble Hill was incrementally taken down to fill other marshy sections of the city. Although the scarred hill, with its ribbon of railroads, was finally marked only with a Great Western Union billboard, during World War I the rich top soil provided the site of 50 "Victory Gardens" planted by railroad men. The last portion of the hill was cut away in 1929, and in the 1950s the area was completely cleared for the Somerville Industrial Park.

Ward II and Cobble Hill: An Architectural View



6 Kent Court, ca. 1750. This five-bay, gambrel-roofed Colonial house was moved to its current location from Somerville Avenue. Nearby, Kent Street was an early connector between Beacon Street (1813) and Milk Row. After the Civil War, Kent Court was squeezed between the Reitenbach Brothers Mink Tannery, the Middlesex Bleachery, and the tracks of the Fitchburg Railroad.



72 Dane Street, ca. 1750. Near the route of Washington Street, this three bay house is situated near the intersection where the first resident of Charlestown "beyond the Neck" settled.



Cooper-Davenport Tavern, 81 Eustis Street, 1808. This Federal period building was originally a part of the Cooper-Davenport tavern on Beech Street in Cambridge. This portion of the tavern (an 1808 addition to the original 1757 tavern) was moved to Somerville in 1885. The pedimented entrance with slender pilasters is of note.



336, 338 Beacon Street, ca. 1840. Beacon Street was built in 1813. This pair of houses are among the earliest remaining buildings. 336 is of Greek Revival derivation, with a sidelit entry; 338 has a cusped bargeboard and steeply pitched gables characteristic of the mid-century Gothic Revival style.



26-32 Houghton Street, ca. 1860. Between 1854 and 1859, Amory Houghton, proprietor of the Union Glass Works, platted lots in Ward II for the construction of glassworker's and artisans houses. These mansard rows were among the first buildings in the subdivision.



14 Joy Street, ca. 1855. Joy was one of the first streets platted in the real estate development which occurred around the Asylum grounds and railyards shortly before the Civil War. Although many streets were platted, only a few were ever developed. By 1890, Joy, Linwood, Chestnut, Poplar, London and Fitchburg Streets were filled with closely-built houses and numerous rowhouses intended for laborers. When the area was cleared for an industrial park in the 1950s, this was one of the only houses left standing. This house gives an indication of the appearance of other houses in the area, with a standard plan of 3 bays and a sidelit side entry (with an interesting entrance decorated with punched foliate panels and pendant brackets).



384 Washington Street, ca. 1855. Washington Street near the Cambridge line (and Kirkland Street) was once a corridor of fine homes on spacious lots. This house, owned by jeweler Charles Schuebeler in 1869, has an array of intact original details which surround the twentieth century asphalt siding. Of particular significance is the central oculus surrounded by a carved wooden garland.



George Wyatt House, 33 Beacon, ca. 1868. Pairs of scroll-sawn brackets and unusual dentil courses decorate this Italianate house built for brickyard owner George Wyatt. Wyatt's brickyard, known as "Wyatt's Pit" is now Lincoln Park. Wyatt enjoyed prosperity, as his small but lavishly appointed house indicates. The cast iron fence is one of few remaining in the city.



North Packing Plant, 200 Medford Street, 1879. A coeprage shop, one of the last remaining buildings of the North Packing Plant complex on Medford Street was destroyed by fire in 1981. The building was one of the last large-scale nineteenth century industrial structures still standing in the city.



28-36 Beacon Street, ca. 1880. Built on land formerly owned by brickyard owner George Wyatt, this apartment row has five slate-covered pyramidal roofs, inset brick panels and decorative entrance porches.



347-349 Beacon Street, ca. 1880-1884. These Italianate houses were developed by William A. Whitney on land purchased from the Fitchburg Railroad, and were intended for Boston and Cambridge area street-railway and steam-train commuters.

George Durrell School, 245 Beacon Street. George Loring, architect. Built in 1894, this red brick with granite trim building was constructed during a period of expansion of Somerville schools.



Automobile Repair Garage, 94 Prospect Street, 1917.

